

FRANK H. MURKOWSKI
GOVERNOR
GOVERNOR@GOV.STATE.AK.US



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

P.O. Box 110001
JUNEAU, ALASKA 99811-0001
(907) 465-3500
FAX (907) 465-3532
WWW.GOV.STATE.AK.US

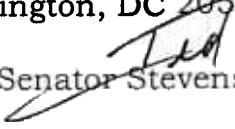
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OFFICE OF THE GOVERNOR
JUNEAU, ALASKA

December 3, 2004

The Honorable Ted Stevens
United States Senate
522 Hart Building
Washington, DC 20510-0201

The Honorable Lisa Murkowski
United States Senate
322 Hart Building
Washington, DC 20510-0202

The Honorable Donald E. Young
United States Congressman
2111 Rayburn Building
Washington, DC 20515-0201

Dear  Senator Stevens, Senator Murkowski, and Congressman Young:

I am writing to urge you to support funding for the Alaskan Way Viaduct and Seawall Replacement Project in Seattle. I understand the project sponsors and supporters are pursuing funding from a variety of sources. Next year, Don's committee and Congress will renew work on the Transportation Equity Act for the 21st Century (TEA-21) reauthorization bill, and supporters will seek to include this project in that bill as a Project of Regional and National Significance. Funding also will be sought through the transportation and energy and water appropriations bills during the coming annual cycle, and perhaps in future cycles as well.

Our neighbors to the south have explained to me the importance of this project to Alaska interests, and I want to share with you the information they have provided (see enclosure).

Unfortunately, the viaduct and the adjacent seawall are failing. If the viaduct were to fail, all modes of transportation through the region would be heavily affected. The disruption that would result was well demonstrated when freight, business, and commuter traffic in Seattle ground to a halt due to the temporary closure of the viaduct during the aftermath of the February 2001 Nisqually earthquake. That experience underscored the importance of replacing this failing structure.

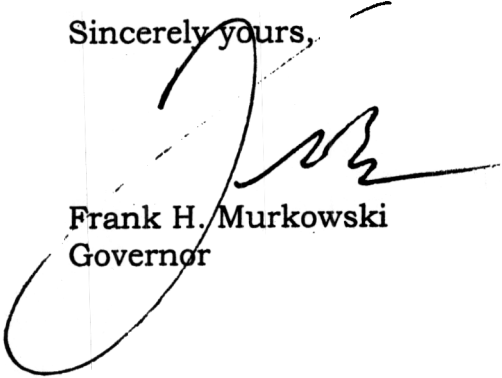
The sponsors of the project estimate it will cost \$3.4-\$4.0 billion (in year 2014 dollars). It is my understanding supporters are working to secure state, regional, and local funding for two-thirds of the project cost, but will need

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federal assistance for the final third. Any assistance you can provide through the reauthorization bill and the appropriations process would be a good investment for Alaska.

Thank you for your consideration of this matter.

Sincerely yours,



Frank H. Murkowski
Governor

Enclosure

cc. Dino Rossi, Governor Elect
✓ Greg Nickels, Mayor of Seattle

The Importance of the Alaskan Way Viaduct to Alaska

The economic ties between Alaska and the Puget Sound region are strong. The Greater Seattle Chamber of Commerce and the Tacoma-Pierce County Chamber of Commerce recently commissioned a report entitled, *Ties That Bind: The Enduring Impact of Alaska on the Puget Sound Region*. The report makes a compelling case about the interdependence of Alaska and the Puget Sound region. In 2003, exports from the Puget Sound region to Alaska exceeded \$3.7 billion, a 54 percent increase in real dollars from 1994. Alaska-related commerce is responsible for 45,000 jobs in the Puget Sound region. Commerce flows in both directions. Alaska exports its fishing and petroleum resources to Puget Sound for processing and distribution. The region is the jump-off point for visitors to Alaska, whether they travel by cruise ship or airplane. The Seattle area also provides services, products, and regional health care and education institutions that are relied upon by Alaskan businesses and residents.

The elevated, earthquake-damaged Alaskan Way Viaduct along Seattle's central waterfront is a key part of state Route 99. The viaduct connects marine, air, industrial, manufacturing, and warehousing operations along a corridor that includes Seattle's Ballard and Interbay neighborhoods, the Port of Seattle's seaport and cruise ship terminals, Harbor Island (location of the Alaska rail/barge terminal), the Duwamish River, King County Airport, Seattle-Tacoma International Airport, and Kent and the Green River Valley. The viaduct carries 110,000 vehicles a day and more than ten million tons of freight per year. It has a state freight route classification similar to Interstate 5. The viaduct is an important link for the family of marine docks, seaport terminals, and airports that function as a port of embarkation to and from Alaska for both passenger trips and goods movement.

The importance of this link to Alaska trade may best be illustrated by some concrete examples. Hardware, fishing supplies, engine repair parts, machinery, and other marine-related equipment originate in Ballard and Fremont (for example, Hardwood Northwest in Ballard and Ballard Hardware) and are shipped via barge to Alaska from Terminal 16 (Alaska Rail Barge Lines) on the tip of Harbor Island and from Terminal 115 (Northland Services) on West Marginal Way. Northland Services uses the Alaskan Way Viaduct as its primary access route. Cars, trucks, mobile homes, tools, and construction products also are barged to Alaska from Terminal 16 on Harbor Island. Barges travel to and service the various ports of call along the Alaska coast. The rail barges go to Whittier, where rail connections are made to Anchorage and Fairbanks.

Supplies and commodities also originate from south end locations and are moved north over the viaduct for shipment to Alaska. For example, Manitou Co. (Cranes), MC Machinery, PaCo (heavy equipment), and Frey Equipment Co. all ship via the marine facilities in Ballard to the north. Barges also operate from the Northend Ship Canal. An example would be Coastal Alaska Barge Lines, which transports machinery and cardboard for Alaska fish factories.

A typical fishing boat from Alaska arrives at Terminals 90 or 91 where City Ice would unload 57 containers that would eventually be carried to the container terminals to the south on the Duwamish River. During peak seasons in the spring and fall, container shipments reach 100 trips per week. Typical fish products are halibut, pollock, and king crab. Companies like Dantrawl located north of the Ballard Bridge provide fishing tackle that is shipped to Alaska. Other area products include nets, rope products, chains, machinery, electrical supplies, small boats, and inflatables. The Alaskan Way Viaduct is the lifeline for the fishing industry operating out of the North end.

The number of cruise line passengers departing from Puget Sound to Alaska has risen from 9,000 in 1998 to 550,000 in 2004. The cruise ships destined to Alaska depend on the Alaskan Way Viaduct for passenger connections from SeaTac Airport and the provisions that are loaded before sailing.